

Following is a table showing the comparison of funds available to the State Roads Commission, to the Counties and to Baltimore City for the fiscal years 1941, 1942 and 1943. The increases in 1942 over 1941, and 1943 over 1942 are also shown.

	1941	1942	Increase	1943	Increase
	Appropriations	Governor's Allowance	1942 over 1941	Governor's Allowance	1943 over 1942
State Roads					
Commission	\$8,183,878.89	\$8,251,581.44	\$68,207.55	\$8,446,189.34	\$194,607.90
Counties	2,892,487.00	3,196,888.28	304,401.28	3,322,429.11	125,540.83
Baltimore City	4,175,402.00	4,637,477.44	462,075.44	4,766,429.63	128,952.19
	<u>\$15,251,262.89</u>	<u>\$16,085,947.16</u>	<u>\$834,684.27</u>	<u>\$16,535,048.08</u>	<u>\$449,109.92</u>

The details of the calculations and the distribution of the road income are found in the State Roads Commission section of the printed Budget.

The State Roads Commission, at present, possesses a large number of automotive units of road machinery and passenger cars necessary for use in the maintenance and construction of the road system, but it is found that the Commission does not have adequate housing facilities properly to protect this equipment, nor is there in existence the necessary number of shops economically to repair and service this equipment.

It is a fact that the Commission does have a central mechanical shop on Southern Avenue in Baltimore City, but it is not equipped as a modern repair depot, nor does it provide adequate space for housing equipment. In addition, it is at this location that the Commission carries on its sign manufacturing and sign repair shop. The present location is in a residential area, and is not in close proximity to the mechanical activities incident to road work. It is proposed to erect a central shop to be established in a location best suited to the demand for economical repairs to the mechanical units required in operation, and provision has been made for an allocation of funds for this purpose of \$250,000.00 for the year 1942.

I have also included in the Budget for 1942 and 1943 a special appropriation to safeguard portions of the roadways of the State System endangered by sea water and for the protection of beaches. The provision to accomplish this, is for an appropriation of \$50,000.00 in 1942 and \$30,000.00 in 1943.

Many portions of roadways embracing a large number of miles of roads in several sections of the State, have been beneficially widened and improved during the past two bienniums, with the assistance of prison labor. Aside from the assistance to the Penal Institutions of the State, and the fact that such action encourages a much wider State-use program of this type of employment, it cannot be denied that much effective and essential road work has been accomplished. Therefore, provision has been made for an appropriation of \$200,000.00 for each of the fiscal years 1942 and 1943 to continue road work with this type of labor.

During the period when the budgets for roads were of necessity greatly reduced, due to the diversion of road funds to other than road purposes, insufficient funds were available properly to maintain and reconstruct the roads forming the State System. As a consequence of this neglect, the system